

KODIAK NAVAL OPERATING BASE, GENERAL STOREHOUSE
(Kodiak Naval Operating Base, Bldg. No. 26)
U.S. Coast Guard Station
Kodiak
Kodiak Island County
Alaska

HABS No. AK-47-L

HABS
AK
12-KODI,
2L-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
Alaska Regional Office
National Park Service
Department of the Interior
Anchorage, Alaska 99503

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Location: Albatross Avenue (formerly Avenue C) between Cape Sarichef Street (formerly 6th Street) and Cape Spencer Street (formerly 5th Street). U.S. Coast Guard Support Center Kodiak, Alaska (Formerly U.S. Naval Operating Base) within the Kodiak Naval Operating Base National Historic Landmark.

Present Owner
And Occupant: U.S. Coast Guard Support Center Kodiak.

Present Use: Comptroller's Office; Marine Safety Detachment; Shipping and Receiving; and Convenience Store.

Significance: This building is one of the three major support buildings erected to serve the U.S. Naval Operating Base in World War II; this building retains much of its integrity and contributes importantly to the general character of the historic area.

PART I HISTORICAL SURVEY

A. Physical History:

1. **Date of erection:** 1942, from Albert Kahn, Inc., drawings with Approved Dates of May 3 and May 17, 1940, and subsequent revision adding a basement on drawings by Siems Drake Puget Sound dated 9-22-42.
2. **Architect:** Albert Kahn, Inc., Detroit, Michigan.
3. **Original and Subsequent Owners:** Originally on the U.S. Naval Air Station, Kodiak, Alaska; the facility was transferred to the Coast Guard in 1972.
4. **Builder, Contractor, Suppliers:** The contractors were the Siems Spokane Company, Spokane, WA and Johnson Drake and Piper, Inc., Minneapolis, MN. Construction cost was \$600,000.

5. **Original Plans and Construction:** Drawings were prepared by Albert Kahn, inc., Detroit, Michigan. Current photographs and field observation indicate the building was built in accordance with the original plans, with the addition of a basement, accessed by a covered exterior ramp.
6. **Alterations and Additions:** The exterior of the building is essentially unaltered with the exception of the enclosure of about 1/2 of a covered dock area, per drawing by U.S. Coast Guard 17th District Civil Engineering, dated 2-12-76.

B. Historical Context:

Kodiak Naval Base represents the build-up of Alaska's defenses from almost nothing in 1938 to a position of increasing strength by the time of the Japanese attack on Dutch Harbor and occupation of the Western Aleutians in 1942. In 1942, there were about 20,731 army and navy troops, 20,000 seabees (Navy Construction Battalions) and approximately 3,500 civilian workers at Kodiak. By 1943, construction at Kodiak resulted in nearly 1,200 buildings. Approximately 120 original structures remain today.

The Coast Guard came to Kodiak in 1947 to act as the Navy's search and rescue arm and to provide logistics support to several light stations and LORAN stations. By 1953, fisheries patrols were begun. The responsibilities of the Coast Guard continued to increase with the construction of additional LORAN stations and an expanded fisheries law enforcement mission.

In 1969, the Navy reduced its force on Kodiak, and in July of 1972, transferred the entire complex to the Coast Guard. The Kodiak Naval Operating Base National Historic Landmark was established in 1985.

The original structure was built as a general storehouse, and the interior has been subdivided and used for a variety of purposes. Today it houses the Comptroller's Office, Marine Safety Detachment, Shipping and Receiving, and a Commissary Convenience Store.

PART II ARCHITECTURAL INFORMATION

A. General Statement:

1. **Architectural Character:** This building is a simple industrial structure, three stories high, accented by two projecting elevator shafts with tall slender windows, and a third elevator penthouse with a gun turret on top. Walls are smooth concrete with no ornamentation or detail, except for a small continuous projection at the window sills. There is a regular pattern of window openings on each floor.

2. **Condition of Fabric:** The building is generally in good condition. Some glass has been replaced with opaque panels, and painting is needed. With replacement of glass and fresh paint the building would appear as it did when it was built, except for modification noted in B-3 below.

B. Description of Exterior:

1. **Overall Dimensions:** A rectangle, 141'-8" x 181'-8", 3 story plus basement. A parapet surrounds a flat roof. Height to the top of the parapet is 46'-8" above grade. Elevator shafts and penthouses project 22-1/2 inches beyond the main building wall and extend approximately 12 feet above the parapet. Building area is 102,987 sq.ft. Covered loading docks 12 feet wide are on both the east and west sides of the building; the northern 40 feet of each dock is a ramp down to grade, 3'-8" below the first floor.
2. **Foundations:** A composite wood and concrete pile was used; drawings indicate 1,112 piles were installed, generally in groups of 13 under each column. Reinforced concrete pile caps, footings and slab were used.
3. **Walls:** Exterior walls are reinforced concrete of 8 or 10-inch thickness. Approximately 68 feet of the west loading dock and ramp was enclosed in 1976 to form an entryway to a commissary convenience store. The wall was made of asbestos cement fiberboard panels 4 feet wide supported on 4 x 8 studs at 4 feet on center with battens on the exterior side.
4. **Structural System:** Concrete columns of various sizes are used. Columns of square, rectangular and round shape are used, and average size is about 20" square or diameter. Columns have capitals and drop panels supporting concrete slabs.
5. **Porches:** A cantilevered concrete canopy 4' x 18'-6" covers the north (main) entrance to the building, although the 8 steps leading up to the entrance are not covered.
6. **Openings:**
 - a. **Doorways and Doors:** The main (north) entrance is a pair of doors between pilasters, with a transom above and sidelights beyond the pilasters. Two freight elevators have vertically bi-parting metal doors onto the east and west loading docks. There are 12' x 12' overhead doors from the loading dock into the building, two on the east side and one on the west side; one was removed when the convenience store entrance was built. There are also single personnel doors from the loading docks into the building, one on the east side and two on the west side.

- b. **Windows:** Windows are generally 11'-8" wide, with a few 8'-0" and 3'-8" wide. Windows are in 1, 2 or 3 sections, depending on width. First-floor windows are 7'-1" high and second and third floor windows are 5'-2" high. Window openings align on each floor. First floor windows are steel protection sash with openings approximately 6 inches wide x 9 inches high. Second and third floor windows are steel projected type sash with openings approximately 21 inches wide x 20 inches high. Original drawings indicate some of the third floor windows are casement sash, same size as projected sash. The two elevator shafts have windows 27'-6" high x 3'-8" wide from the second floor window sill level up beyond the main building parapet line.
7. **Roof:** The roof is a concrete slab with slope to 10 drains, surrounded by a concrete parapet about 3-1/2 feet high. Roofing material was originally composition roofing. Current roof material is built-up and appears to be in adequate condition. Original drawings (Sheets 4 and 8) showed 4 skylights, but these may never have been installed, since Sheet 5 indicates a flat cover over the areas where skylights are shown. A parapet was added at some time to the penthouse above the passenger elevator, and the support of some kind of gun remains on the roof of the penthouse.

C. Description of Interior:

1. Floor Plans:

- a. **Basement:** 180' x 140' with a grid of square or round columns at 20' on center each way. The south side has a 10 foot wide door leading to a covered ramp 56' long up 7'-2" to grade. There are stairwells up to the first floor in the southeast and southwest corners. An area approximately 44' x 63' is indicated on the drawings as a "Battle Dressing Station" and features 12 inch thick reinforced concrete surrounding walls and an overlapping/offset entrance arrangement. This area is not shown on as-built drawings dated May 9, 1968.
- b. **First Floor:** 180' x 140' with a grid of round columns at 20' on center each way. Original plans show generally open space, with an entrance lobby, stair, elevator, toilet room, and several small rooms at the north entrance; toilet and locker rooms, freight elevator, and stair at the southeast corner; and battery room, transformer room, freight elevator, and stair at the southwest corner.

A drawing dated 2-12-76, prepared by U.S. Coast Guard 17th District Civil Engineering shows development of the Commissary Convenience Store, including butcher shop and meat and dairy coolers in approximately 10,000 square feet of the first floor area.

Other areas have been subdivided for various uses during the life of the building.

- c. Second Floor: 180' x 140' with a grid of round columns at 20' on center each way. Original drawings show all open space except for stairs, elevators, and a toilet and locker room.
 - d. Third Floor: 180' x 140' with a grid of round columns at 20' on center each way. Original drawings show the building divided approximately in half with a concrete wall 3" thick, half noted for files and records, and half noted for general storage. The same stair and elevators continue to the third floor. In addition, there are men's and women's toilet and locker rooms, four offices, officers' toilet room, and a vault indicated. Stair, elevator, and vault walls are 8" and 10" concrete, other rooms have walls of 3" or 6" concrete or metal partitions.
 - e. Floor-to-Floor Heights are:
 - 11'-2" Basement-First
 - 15'-0" First-Second
 - 12'-0" Second-Third
 - 12'-0" Third-Roof
2. Stairways: Walls, landings and stair runs are reinforced concrete, with pipe railings. Each stairway has exterior windows. Two stairways go up to the roof at the freight elevator penthouses.
 3. Flooring: Original drawings indicate cement floor, with asphalt tile in third floor offices.
 4. Wall and Ceiling Finish: Original drawings do not show any finish schedule. Interior walls, columns and ceilings are now painted.
 5. Openings:
 - a. Doors: Original drawings indicate metal doors and frames were installed. Some doors have louvers. Some doors are sliding-type in storage areas. Freight elevators have metal counterbalanced pass-type doors.
 - b. Windows: Third floor offices have windows as part of the metal partition system.
 6. Decorative Features and Trim: As an industrial building, no decorative features or trim were used.

7. Mechanical Equipment:

- a. **Heating:** Original drawings indicate steam radiators at the building perimeter with some unit heaters also used.
- b. **Lighting:** Original drawings do not indicate what type of light fixtures were used. Present lighting is fluorescent.
- c. **Plumbing:** Plumbing consists of that piping required to service the various toilet room fixtures installed.
- d. **Sprinklers:** The building has a fire protection sprinkler system, which is shown on the original drawings.

D. Site:

1. **General Setting and Orientation:** Building 26 is one of the buildings listed as associated with the industrial area on the 1985 nomination form for the Kodiak Naval Operating Base National Historic Landmark. This industrial area is bounded by Albatross Avenue (formerly Avenue C), Cape Sarichef Street (formerly 6th Street), Cape Spencer Street (formerly 5th Street) and a taxiway between hangars and Kodiak Airport. During the period of significance, the industrial area was made up of buildings, structures, and yards whose functions included cold storage; workshops; administrative offices; commissary and stores; equipment storage, maintenance and staging; materials storage and staging; and aircraft storage and maintenance. The facilities in this area continue to serve in a similar function today.

Building 26 is located between a former hangar (see Aircraft Storehouse - Building 25) and the former Commissary (see Commissary and Cold Storage - Building 27). The buildings face northwest toward Old Woman Mountain, and to the southeast of the buildings is a large open lay-down area extending to the taxiway. During the period of significance the area was somewhat more rough-textured than it is today, with more smooth-surfaced areas now as the facility is more permanent.

There is no landscaping around the building.

PART III SOURCES OF INFORMATION

A. Original Architectural Drawings:

1. Drawings prepared by Aibert Kahn, Inc., Detroit, Michigan, for U.S. Naval Air Station, Kodiak, Alaska, General Storehouse, Y & D Drawing Nos. 136091 through 136112, 136123, and 136113 through 136122, with Submitted Dates of February 7, 1940, 4-29-40, March 6, 1940, and January 31, 1940.
2. Drawing for Building No. 26 - General Storehouse, Basement Floor Ramp and Stairs for Contract NOy-3570, Kodiak Field Drawing K-3-10346, dated 9-22-42.
3. Drawing No. 1822-Q-i05M, Contract NOy-3570, Naval Air Station, Kodiak, Alaska, General Storehouse, Revised First Floor Plan, Plumbing and Heating, dated 1-29-42, with note "This Drawing Supersedes B.Y.D. Drawing 136114."
4. N.S. Drawings No. 18817 through 18820 dated May 8 and May 9, 1968, General Storehouse Floor Plans noted "As Built".
5. C.G. Drawing No. F-209, Sheets 2 of 22 and 3 of 22, prepared by U.S. Coast Guard, 17th District Civil Engineering, Juneau, Alaska, dated 2-12-76, for Phase II, Commissary Sales Store, Building 26.

B. Field observation by Robert D. Harthorne, March 8-10, 1994.

C. U.S. Coast Guard Support Center Kodiak, "Historic Resources Management Plan", dated April 1993.

D. U.S. Navy Department, Bureau of Yards and Docks, Contract NOy-3570, August 29, 1939.

E. Prepared by:

David Frost, Architect
Harthorne Hagen Architects
1725 8th Avenue N.
Seattle, Washington 98109

March 31, 1994

PART IV PROJECT DESCRIPTION

This project was undertaken by the U. S. Coast Guard in compliance with the National Historic Preservation Act and a Memorandum of Agreement with the State Historic Preservation Officer and Advisory Council on Historic Preservation as mitigation for effects of rehabilitation of and addition to Coast Guard Building 27 (Cold Storage) within the Kodiak Naval Operating Base National Historic Landmark. HABS project coordinators were Robert Harthorne, AIA and Susan L. Boyie, Chief of the NEPA Support Branch, Civil Engineering Division, USCG Maintenance and Logistics Command Pacific. Historic data was compiled by Robert Harthorne, AIA, and David Frost, of Harthorne Hagen Architects, Seattle, Washington. Original architectural drawings were transferred from Coast Guard files. Photographs were taken by Ron Klein, of Juneau, Alaska, in 1987 and 1994. Photographs and narrative histories were submitted to the Alaska Regional Office of the National Park Service and drawings were provided to the Alaska State Historic Preservation Officer, Anchorage, Alaska.